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SCOTCH WHISKY
PER DOZEN ... \$20.00
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Hongkong Daily Press.

ESTABLISHED 1857.

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BRANDIES
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THE WORLD.
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12, Queen's Road.

No. 13,943 號壹十肆百捌千壹萬第

日捌十式月陸年捌十二緒光

HONGKONG, FRIDAY, AUGUST 1ST, 1902.

號壹月捌年式零百九千壹英港

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AUSTRALIAN
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AND
HOCKS
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KILMARNOCK WHISKY.

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Sole Shippers—CUTLER, PALMER & CO.,
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SIEMSEN & CO.
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Net

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Distillations of the
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TIME TABLE

WEEK DAYS
7.50 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 10 minutes.
12.30 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 10 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 10 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 10 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

SUNDAYS
4.50 p.m. to 9.00 p.m. Every 1 hour.

8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
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Finishing and painting of cycles and motor cars.
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Bedrooms.

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By the day, from \$5 to \$7.00
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Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.

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Proprietor.

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DELICIOUS DRINK FOR THE HOT WEATHER.
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GENTLEMEN'S BOOTS AND
SHOES.

ALSO LADIES' FRENCH WALKING
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WITH ALL REQUISITES.

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Distinguished by Four Stars on the label.

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Less old than the above.

IMPERIAL BRANDY
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THE "PALL MALL,"
\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste

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TOBACCO MADE HARMLESS!

CIGARS NEARLY FREE
FROM NICOTINE.

MANUFACTURED BY

DRESSELHUYS & NIEUWENHUYSEN,

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THESE Cigars are made from the Mildest and Finest HAVANAH and DELI
TOBACCOS, and although nearly all the Nicotine, so injurious to health, has been
extracted by special process, they still retain their fine aroma, and are, after careful examination
strongly recommended in preference to all other Cigars, so that even aged people and invalids
may smoke them without the least danger or inconvenience.

The enormous consumption of these Cigars is the surest guarantee for the genuineness of
this new manufacture.

CERTIFICATE OF ANALYSIS BY WIJNHOF & VAN GULPEN, Chemical
Analysts, Amsterdam.

ANALYSIS OF 15TH MARCH, 1900.

Nicotine found in Cigars ... 0.0001 per cent.

Nicotine found in Cigars ... 0.0001 per cent.

Consequently after the process to which the Cigars had been subjected, hardly any
Nicotine was left in them.

(Signed) WIJNHOF & VAN GULPEN,
Chemical Analysts, Amsterdam.

AGENTS FOR DRESSELHUYS & NIEUWENHUYSEN—

HOTZ, SJACOB & CO.,

IMPORTERS OF DUTCH CIGARS.

Hongkong, 31st July, 1902.

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STRAW HATS (ALL SIZES).

SNOWS CELEBRATED AMERICAN BOOTS AND SHOES
FOR SUMMER WEAR.

THE SUN IS SHINING
AND
SALES ARE IN FULL SWING

FRUIT SYRUPS.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

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PURE TREBLE-DISTILLED WATER ONLY IS USED IN
THE MANUFACTURE OF ALL THE AQUARIUS
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"STONE BOTTLED
GINGER BEER"

A FRESH SUPPLY JUST LANDED. SPECIALLY BREWED BY
THE AQUARIUS COMPANY.

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HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and
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Dining Accommodation for 250 persons

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FROM THE TRAMWAY TERMINUS
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PLUNKET'S GAP, The PEAK, near the
Tram Terminus.

Tel. 56.

For Terms, apply to the

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(ESTABLISHED 1873)
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THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRATA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms Moderate.

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(HOTEL-SANITARIUM OF SOUTH
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MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant refuge for those desirous of
a few days' rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (S.S. Hengshun), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
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GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DA CRUZ, Manager.

Canton, 1st October, 1901.

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FURNITURE STORE.

Established over 20 Years.

IMPORTERS AND EXPORTERS, and
Dealers in Furniture, Blackwood,
Jewellery, Curios, Cutlery, Electro-Plate, and
Glassware. Dining-room and other Furni-
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BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL,
Right opposite Robinson's Place Co.

Hongkong, 20th November, 1901.

one, and the prediction would not be far-fetched which foresaw for some of the foreign interests now represented in the North the necessity of working harder than ever before to gather fresh trade, if not something of a struggle to retain that which they think they own.

Chinwangtao promises in the future to become a centre for native energy in the contest for the trade of the North. By intuition, as well as from necessity, the consuming masses of the North count most carefully their outlays. No one can appreciate this condition better than the native merchants. Considerations of outlay apply in this region, quite as much as in any other part of the empire, to money as in the very smallest denominations. As time here has not yet acquired value to be weighed against copper cash, the expectation may be warranted that ability to undersell by money fractions so small as to seem almost inappreciable, by western standards, may turn out to be a very wide range of territory. Foreign houses always had to sell with reference to the season. Whatever precautions they may take to stock up heavily enough in the months of open navigation to tide over the closed months, invariably heretofore scarcely has occurred in many quarters, and prices have advanced generally, in winter. If ships may visit a port never closed and load their cargoes directly on cars, there will be a considerable diversion of trade in favour of houses that can keep supplies and prices reasonably constant, and that shall set out on a trade hunt with a declared policy of doing business on the smallest possible margin of profit. There is reason to believe that such a policy will be profitable. Wages are not increasing, except at commercial places where foreign houses have located. The native masses find it much more easy to get good pay for labour, or for their produce, among foreigners than among their own people. Since it is impossible that the great body of consumers should come within the area of this kind of benefit, trade in general is just now hampered rather than helped. The downward tendency of silver is responsible for the new condition. Native reckoning has not yet advanced to a real conception of the difference between bullion and money. There is little reason why the common understanding in this part of China should advance.

Encouraging as have been the trade returns in the North this year, they would have reached greater volume had not the decline in silver so advanced the silver price of goods as to shut off various large negotiations that had been pushed nearly to the contract point. Native merchants, accustomed to dealing in dollars, being estimates on prices paid to the agents, of manufacturers last season and unable, or unwilling, to consider any other form of money, could not see why all goods quoted at no advance on the gold price of last year, should now require in payment more silver dollars than goods of that class did before. They did not wish to understand the reason, and those who said that they did understand it declined to close contracts on the ground that however enlightened they themselves might have become on the subject, their customers had so much trouble to pay the prices demanded last year, that they could not afford the advance and that it would be quite useless to lay in stocks for them, since if everyone of them should become conversant with the philosophy of exchange and quotations, that understanding would add no cash to their slender stores, and the goods would remain unsold. Clothing must be paid for at some time, and the gold price must be paid, no matter what the quotation for silver may do. This prospect would turn to the credit of foreign houses, to be expressed in accounts later on, were it not that native opportunity arises from it, and native capital and commercial skill have joined to relieve the situation and supply and anticipate demands on terms of which foreign houses have not dreamed, and which possibly none of them could be induced to favour. Foreign organisation could hardly be devised—certainly not at short notice—to deal efficiently with the mass of native credits. The syndicates of native capitalists who have undertaken to try to capture trade and find the field in readiness for them as soon as they enter it, and instead of having a struggle, trade actually awaits them.

This place promises to be the scene of some of their work. They have gone deep into their treasure-boxes to provide the wherewithal for what they have to do. So far as now appears, they must carry stocks and credits for inland merchants not only on easier terms than the old native banks would extend, but with lighter impositions than the conspiracies of foreign houses could possibly arrange. An inland merchant with whom they think it safe to deal will be favoured with goods and credits to almost any extent that he may ask, under conditions that will not bear heavily upon him and which will yet enable him to give his customers the lowest prices on the local market. In time the customer must bow to the apparent advance in prices, but while reconciling themselves to that blow at their calculations, they need not go without clothing of which most of them stand in need, household as well as state stocks having run low in the last year. Since the syndicates cannot expect indulgence from the manufacturers of the goods sent to the market, but must be prompt in payments in order to ingratiate themselves with the manufacturers, now for the first time dealing directly with native buyers, the capital required for the operation may well be enormous. To the extent that this enterprise may succeed, foreign commission houses must lose trade that might have been theirs; and they may feel more immediate effects of the movement by losing also much trade which they felt they had secured. The territory to be fed from this point will overlap foreign connection obtained at Tientsin on one

side, and Newchwang on the other, extending through a belt of country that is populous and profitable. Should the port become a favoured one, there is no reason in sight why it should not import cottons, flour, timber, and tobacco well over the Manchurian border and out toward the plains, and gather in return for export the wool, hides, and straw-braid supplies which the natives over that territory usually exchange for the supplies they need. The port could not expect to enjoy more than a share of such trade; but the greater the need of inland merchants and consumers for long credits the more business will this, or any other stronghold of native capital and energy be able to secure; and if patience and money hold out, it is difficult to see how foreign commission houses can avoid feeling that there is a determined effort to make them work hard to stay in this section, or to crowd them out altogether. This is a good place for a test of commercial strength. It requires boldness to make it, as well as money, for the foreign hold has always been strong, and an effort to loosen it must be ambitious enough to command respect. It has not been definitely disclosed who compose the native syndicates which are entering the field. It is said that syndicate operations will cover not only Chihli, Manchuria, and at least the borders of Mongolia, but that they have been enlisted to try also the territory sweeping southwestward from Chefoo, and that capital and credits behind them represent 50,000,000 taels. Since American goods alone worth one-third of that sum enter the territory in which the enterprise will pursue its activities, it may be generally calculated that in establishing credits in America and in Europe, whereby manufacturers in those lands would be offered cash for goods, at least at the beginning, in the conduct of a banking business in the North, which would permit native merchants to carry normal stocks, and let payments for them run from six months to a year; in encouraging consumption and widening the market by enabling merchants to give consumers as easy terms as they think will be safe; and in the infinite detail attendant upon spirited competition and in impressing natives with the desirability of confiding native trade to native agencies, a capital as large as that of the foreign commission houses in the North would not be excessive. These who speak for this enterprise say that if patriotism and business do not go hand in hand, sentiment here may fairly be expected to look favourably upon a project which seeks to turn to home channels, benefits that have heretofore accrued to outsiders. A plan so ambitious cannot be expected to acquire full momentum for some time, and foreign influences may contrive means to sidetrack it. Effort in that direction must be applied quickly, for a movement which commands admiration for its daring cannot at once be checked with as little difficulty as at the beginning. Those who have interested themselves in it, while actuated by commercial motives, feel stimulated by a racial pride, in great danger of being crushed in the foreign scramble for gain in this region unless some drastic means be adopted to protect it. They are convinced that battles in politics must be uneven, with the advantage on the outside. The territorial absorption which they have witnessed, they cannot hope to control, and they have no thought, from any indications that they can see, of any reversion of land practically alienated from the empire. Aware of their strength as traders, they regard its use as the only chance of saving for the Chinese the prizes which an industrial China holds out. This spot appeals to some of them as suited to that sort of effort. Its accessibility at all seasons, its convenience for inland transportation and a present control of it largely native, combine, in their view, to give it advantages. The local projects of the company indicate a fresh awakening on Chinese behalf. There are coal-bills in great tracts, and when the output shall reach 3,000 tons per day, as is expected by the time the port improvements are completed, the company hopes to exclude the monopoly which foreign coal has at China ports. Just now in this region native capital seems alive to opportunities that may soon prove elusive and it seems earnestly disposed to make the best port on the North coast the centre of its activities.

THE BANGKOK POLICE.

Mr. Eric St. J. Lawson, Commissioner of Police, Bangkok, refers in a letter to the *Times* to the recent rumours that England maintains in Bangkok a Police force of 1,500 men. Accordingly he sends a statement of the exact facts in this matter:—
The total strength of the police force of the city of Bangkok on March 31 last was 1,229 men, composed of—Siamese, 1,735 men; British, 3; Eurasian, 1; Indians—registered British subjects, 52; non-registered Indians, 1,229 men. Some of the non-registered Indians are not British subjects at all but come from the Afghanistan side beyond the British borders. Such men are the Jews of the East, and are to be found all over the East wherever good wages are to be earned or money made by petty trade. Out of the above grand total of 1,229 men 170 are not paid by the Government at all, but are employed as night watchmen by private firms and gentry. Of these 170 men 50 are Indians, so only a total number of 130 Indians were actually being paid by the Government on 31st March last, and of this number only a very small proportion were registered British subjects. It may be asked why it is necessary to employ any Indians at all in the Bangkok police force. The reply is that in the Southern portion of the city, near to which the European shipping is moored, where many Indians live, and where there are several large rice mills, with crowds of dangerous and turbulent Chinese coolies, it is desirable to employ policemen of a larger physique than is possessed by the average Siamese. The Siamese policeman, though brave enough, is of small build, and is, naturally, at a great disadvantage when it comes to tackling a drunken European sailor or loafer, or in facing a gang of big and mischievous-looking Chinese. In the night watchmen, the Siamese are, in fact, in a position, among the street stations in the world, and the few of them that are employed and paid by the Siamese Government are confined in their duty exclusively to the southern portion of the city, where their services are specially necessary.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE FORTHCOMING RACE MEETING.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 30th July.
Sir,—Will you allow me to make a few remarks in reply to the letters of "Veteran" and "Owner"? I think I am right when I say that nearly every one in Hongkong who subscribes for and trains wagers is, like myself, absolutely ignorant of the rudiments of the art or science of training. I may even go farther and say, that with one or two exceptions we have no knowledge of horse-management in its simplest forms, let alone the training of the racehorse. As to race-riding, any one who attended last meeting must admit that with the exception of Mr. Master and Mr. Cruickshank we had no one who could compete with the Shanghai "jocks." Now it seems to me that the Stewards are pursuing a very sound policy in entering sport for the many and not for the few—by this I mean that by giving many prizes for old griffin races at the forthcoming meeting they would be merely making presents as it were to one or two expert horsemen who, if they are allowed the time properly to prepare an animal, are positively certain to win all the races—and where would the sport come in? Of course some may say "Let the best man win." But the Stewards of Jockey Clubs have to consider the interests of racing, and in the present instance I for one am entirely in accord with their policy of letting every one have a chance. Might I suggest for their consideration that to make the chances for every one more even the water griffin for the next meeting only arrive say some six weeks before they have to race. If this course were adopted it would give the majority of owners a much better chance, as the aforementioned expert trainers would not have sufficient time allowed them to get their horses into better condition than those of—Yours, etc., "TYBO."

POLICE COURT.

Thursday, 31st July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

ANOTHER ST. WAMWAY CASE.
Six Japanese males and twelve females were charged with slowing away on board the steamer *Anura* from Moji to Hongkong. Mr. P. W. Goldring, solicitor, of Messrs. Deacon & Hastings, prosecuted on behalf of the owners, Messrs. Jardine, Matheson & Co.
C. J. Martock, master of the *Anura*, said the vessel left Moji at 6 a.m. on the 22nd ult., and on the following day at 2 p.m. to defendants were discovered. Four males were found in the upper forepeak by witness and the chief officer, and the remaining two males and the twelve females in the lower forepeak.
Mr. Goldring handed his Worship an ordinary sized gentleman's visiting card on which was written in English and Japanese the number of a house in Ship Street, where the girls were to be taken. This card was tendered by one of the inter-preters, and after their presence on board had been revealed.

The interpreter in the case was a Chinaman who had resided in Japan for seven years, and when the evidence of the master had been taken his Worship directed him to ask the defendants if they had any defence to put forward. The inter-preters appeared to have some difficulty in conveying to the defendants what was intended, for the third in the row suddenly explained in very good English—"Excuse me, please, we do not understand what this gentleman says when he speaks Japanese." The services of another interpreter, Mr. Ohashi, were accordingly requisitioned.
The only male defendant who made a statement of any significance was the third, who said the Chinese quartermaster and boatswain of the *Anura* told him they had some more passengers going with them, and that he had better come along too. The first defendant's story was that at Moji a man called Yamamatsu put him on board the steamer, and told him his passage money would be paid when he reached Hongkong. The second, fourth, fifth, and sixth male defendants alleged that they accompanied the first from the steamer, and that they had been taken on board by the six males.
Mr. Goldring asked his Worship to punish the men heavily, but said he did not desire to press the case against the women.
After conferring with the Japanese Consul, who was present in Court and was accompanied with a seat on the bench, his Worship said the women would be released on their consenting to return to Japan, whence the Consul was willing to send them. There was no doubt they had been taken on board by the male defendants, with the connivance of the crew of the steamer. The case of the women would be remanded till Monday at ten o'clock, to enable the Japanese Consul to make arrangements for their return. The men would be fined \$100 each, or two months' hard labour.

Although the fact did not come out in evidence, it is interesting to learn that the male story contained on the statement of the first defendant, that he was to be smuggled on board, and offered the master no less a sum than eighty pounds if he would let the matter pass without saying anything about it. If they could afford to offer a bribe of eighty pounds, they should not have much difficulty in paying the equivalent of sixty pounds represented in the total amount of the fines.
Five of the Chinese crew of the *Anura*—the three quartermasters, the boatswain, and the cook—have been arrested on a charge of aiding and abetting the Japanese stowaways. Their case is fixed for hearing at ten o'clock this morning.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

TWO DISTURBERS OF THE PEACE.
A Spanish and an English sounding name of Peter McDonald, and a Scotchman named Daniel McDonald, both seamen, were charged with fighting and creating a disturbance in the public street on the 30th ult. They pleaded guilty, and went to prison for seven days in default of paying a fine of \$2 each.
Martin and McDonald (the latter was this time described on the sheet as an American) had each an additional charge against their names. Martin of assaulting a Chinese barber in Old Bailey and McDonald of falling to return to the house of detention, to which he was committed some little time ago as a vagrant. They each pleaded guilty, and Martin went to prison for 14 days, McDonald for a month. The sentences are to run consecutively with those in the above case.

LATE TELEGRAMS.

NEWS VIA CANADA.

THE ATLANTIC SHIPPING "COMBINE"—DISCUSSION IN THE HOUSES.

London, 8th July.
In the House of Commons, the Parliamentary Secretary of the Admiralty, replying to Mr. Redmond, confirmed the report that Mr. J. Pierpont Morgan had offered to place all the British vessels in the new combine at the disposal of the Admiralty for the next 50 years on certain terms. Mr. Arnold-Foster added that this offer had not yet been accepted, but it could only be dealt with in relation to British shipping generally, and the Atlantic trade position, which was being very carefully considered by the Government.

Lord Brassey initiated a discussion on Naval matters in the House of Lords today, during the course of which he deplored the fact that Great Britain had lost the place she once held with her mercantile marine. The question of subsidies, he thought, must depend on the action of the other powers. All the Naval powers of Europe, the speaker asserted, gave liberal subsidies, while President Roosevelt and ex-Secretary Gage had recommended this policy in the United States. It was contrary to British policy to foster industries by bounties or protection, but to not for reserve of auxiliary vessels would certainly be to the public advantage.

Lord Selborne, the First Lord of the Admiralty, in the course of a reply, referred to the Atlantic shipping combine. He said it seemed to him that the balance was one of disadvantage to the combination because it necessarily placed very large powers in the hands of a few men. The Government had claimed any sort of jealousy of the intention of the Americans here. They had an American marine of their own and they had a perfect right to a full share of the Atlantic trade. It was to British interests that they should have it. It should not be an almost British monopoly. On the other hand, Great Britain could not afford to see herself squeezed out of the Atlantic trade. The position of the Imperial Government, therefore, was not one of hostility, but of anxiety, and not until they had formed a final opinion of the whole question could they wisely or fairly enter into agreements with one party or the other. It would never do to rely, in time of war, on merchant ships of other nations for the purpose of carrying on British trade. Great Britain had fallen behind in regard to vessels of high speed, because she had not given heavy subsidies like other nations. The expense of so large a subsidy policy was so enormous that in his opinion the subsidising of commercial corporations should and must be confined to a limited number and for a special and definite purpose. While merchant cruisers had their proper place in time of war, they could never be substituted for Naval cruisers, nor would the possession of merchant cruisers ever diminish the shipbuilding vote for the Navy.

GREAT BRITAIN AGAIN.
London, 8th July.
Speaking at the annual dinner of the Warwick Society in London, to-night, Hon. Mr. Dickinson, of Detroit, who was counsel for the United States here before the International High Commission on the Behring Sea claims in 1897, referred to Mr. Choate, the United States Ambassador, as a possible candidate for the Presidency of the United States. The company consisted of several hundred members of the English Bar, lawyers and judges, and Mr. Dickinson took Mr. Choate's place as the guest of honour. He prefaced his proposal of a toast to the English Bench by a tribute to Mr. Choate. "Mr. Choate does not belong," said Mr. Dickinson, "to any party or to any government; but it is very near the hearts of the American people that he shall go from the Court of St. James to the Presidential chair, and I wish he may get there."

Mr. Dickinson eloquently voiced the sympathetic joy of the American people under the certainty of the recovery of the illustrious and beloved King of England. "We rejoice," continued the speaker, "with you in your joys, and sorrow with you in your griefs. That feeling has been expressed by no one more than President Roosevelt, who is as close to the people of America as has been any President in the history of the Republic."

Mr. Dickinson compared President Roosevelt, and his Secretary, Mr. Taft, to the present President, Mr. Philip Sydney—"Sans Peur, et Sans Reproche."
Dealing with international feeling, Mr. Dickinson said: "We of the United States, have long since ceased to boast that we are alone the champions of liberty; wherever the British flag flies to-day, it stands for liberty." He cited the recent despatch of Mr. Chamberlain, declaring that the Congo Colony should not be suspended, as an instance of Great Britain's love of liberty. He declared that America deeply sympathised with Mr. Chamberlain in his recent accident, and concluded by saying: "Great Britain and the United States can make the world's freedom wider yet, not by alliance, but by an understanding. We, the English-speaking nations, mean well by the rest of the world; but the other nations must not attack either one of us."

Mr. Dickinson was loudly cheered. At the instigation of Mr. Dickinson, declared that American legal decisions were now held in respect in England equal to that which the old English legal precedents were held in the United States.
THE ISTHMIAN CANAL.
Washington, 8th July.
The State Department has decided to press forward toward completion the Colombian treaty looking to the acquisition of a right-of-way for the Isthmian Canal. This is a slight change from the original programme, which contemplated the adjustment of title before conclusion of the treaty. So Secretary Hay, who already has accomplished the best portion of the work to be done in treaty-making, and has it before him in the shape of a protocol submitted to the last session of Congress, has taken steps to give this the form of a treaty and to have it signed formally by accepted representatives of the Governments of Colombia and the United States, so that the convention may be laid before the Senate, as soon as it convenes in December. The protocol, referred to was so definitely drawn that not many changes are required in order to adopt the instrument for use as a treaty.

THE SOUTH AFRICAN GARRISON.
London, 8th July.
The Daily Mail this morning says that the permanent garrison in South Africa is to be 50,000 men under the command of Lieut.-General Lytton. Besides this force the system of having a large number of reservists scattered throughout the country, either on farms or in official positions, will be extensively followed. The reservists could be called upon for service in case of an emergency.

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Hongkong, 6th May, 1902.

BRITISH-BUILT WARSHIPS.

The Naval and Military Record of the 26th June says—

Of the foreign warships assembled at Spithead, seventeen in number, the following six have been built and engined in this country:—*Norge* (Norway), *Asama* and *Tokosago* (Japan), *Du Carlos* (Portugal), *Chacabuco* (Chile), and the *Presidente Sarmiento* (Argentine Republic). A seventh, the *Carlos V.* from Spain, was engined from British designs. The most up-to-date and interesting foreigners are the armoured cruiser *Montcalm*, with her thick belt of armour, and her powerful armament of two 7.6-in. and eight 6.4-in. guns. Next, perhaps, the German battleship *Kaiser Friedrich III.*, the representative of the *Kaiser* class of medium-sized battleships, of which five have been completed. These battleships, each with a displacement of 11,000 tons, carry four 9.4-in. and eighteen 5.9-in. guns. They steam 18 knots and carry 655 men. The United States battleship *Illinois*, launched four years ago, is a very strongly protected vessel, with a thick and complete belt of armour, and carrying four 13-in. and fourteen 6-in. quick-firing guns. Her speed is 17.5 knots, and her complement only 330 men. The Russian battleship *Zebeda* is also an interesting type, having no equivalent in our own Navy. Her displacement is 12,674 tons, and she steams 18 knots; but, alike in armour and armament, she differs materially from our battleships of recent build. The *Fobida*, although a new ship, is supposed to combine the qualities of a battleship and armoured cruiser. More heavily armoured than our "mighty" cruisers, she may best be compared with the *Barfleur* and *Centurion*, though larger, larger than these by 2,000 tons. Hence her armament is much stronger. She mounts four 10-in. and eleven 6-in. quick-firing guns.

The Japanese armoured cruiser *Asama* is the only remaining vessel of special interest. Built in 1892, she was designed for a speed of 22 knots, and in a displacement of less than 10,000 tons, she carries strong armour, and an armament of four 8-in. and fourteen 6-in. guns. The other Japanese ship, the protected cruiser *Takasago*, steams 23 knots. We alluded above to the significant fact that six of these representative ships have been built in England. They have all been launched since 1898, and some were built during the critical period when the British Admiralty failed to carry out the authorised building programme. Hence it is manifest that the resources of the country have not been fully utilized for our own purposes. The great private firms of the kingdom could have built similar ships-of-war for the Admiralty had the contracts been given to them. It is true that vessels built for such countries as Norway, Chile, the Argentine Republic, &c., may be unlikely to affect the balance of naval power in Europe, but there is always the risk that efficient cruisers or battleships may be purchased by maritime Powers of greater importance. There have been many examples of such purchases on the eve of war, and we ourselves have bought ships in a crisis.

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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [118]

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Hongkong, 16th July, 1902. [1945]

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Hongkong, 16th May, 1892. [1]

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ASSETS: CAPITAL ... £2,000,000 0 0
PAID-UP CAPITAL ... 2,750,000 0 0
RESERVE FUND ... 887,500 0 0
II. FIRE FUNDS ... 2,635,548 5 2

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SIEMSEN & CO., Agents.

Hongkong, 16th Novem. er, 1872. [25]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

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Total Losses Paid ... £26,762,240

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WM. MEYERINK & CO., Agents.

Hongkong, 22nd July, 1902. [1427]

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WM. MEYERINK & CO., Agents.

Hongkong, 3rd June, 1902. [1573]

THE L'URBAINE FIRE INSURANCE COMPANY, Ltd.

(Established 1838.)

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.

Hongkong, 7th February, 1901. [473]

NOTICE.

WE have This Day been appointed AGENTS of the MANCHESTER ASSURANCE COMPANY, and are prepared to Accept Risks at Current Rates.

ALEX. BOSS & CO., Agents.

Hongkong, 1st July, 1902. [1929]

NORTHERN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates. Glass Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 20th May 1896. [27]

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Hongkong, 21st July, 1902. [2038]

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Hongkong, 4th February, 1902. [446]

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CHESS NOTES.

BY J. J. C.

The "dull season" for chess has arrived with the hot weather in those parts of the world where summer is at its height in August, and accordingly we find more space devoted in many chess columns to problems than to the game proper. Now it is very questionable whether problems should really be counted as chess at all. Of course problem-composers tell us that their compositions are the "poetry of chess," but we must confess to agreeing rather with those who rank them with mathematical puzzles or even acrostics. True, the scene of action is the chess-board and the component parts are chess-men, but the modern problem bears the very faintest resemblance to the actual game and we cannot believe that skill in problem-composing and solving helps to make a man a practical player. The old-fashioned problem was a different affair. It was modelled upon the end-game play of real chess, and was therefore not without its training value. We give an example of an old-style problem, not because it is particularly fine or difficult, but because it is illustrative of how the old problematists worked. The White pieces are:—King at KB3, Rooks at Qsq and KBsq, Knight at KB3, Pawn at K4. Black—King at K3, Rooks at KB2 and KK3, Knight at KR3, Pawn at K4. White to play and mate in 3. The problem is attributed (doubtfully) to Damiano, but is possibly Arabian of some centuries earlier. It will be seen that the White and Black forces are level. In the modern problem White has usually absolutely overwhelming superiority, so that the struggle became one against time and position purely, i.e., White has within a given number of moves to overcome the obstacles which keep him from Black's King.

The first six games of the match at Carlsbad, for the majority of 14 games, between Schlechter and Janowsky left the score—Schlechter 5½, Janowsky 4. The French player seems sadly out of form. It appears that Simpson's Restaurant, and famous chess resort in the Strand, London, has been acquired by the City of Westminster for the sum of £54,500 (exclusive of wine, spirits, etc.) for the purpose of the widening of the Strand. The Westminster Council was to take possession to-day. The chess divan, started originally by Mr. Ries in 1829, is known the world over, and almost all the most famous chess players of the last sixty or seventy years have played chess at the divan at some time or other.

Mr. F. J. Lee, the English master, after his visit to Africa for his health, is to tour for a time in Australia and to play chess in the leading towns. Mr. Lee has taken part in four international tournaments, namely, Bradford, 1888; Manchester, 1890; New York, 1893; and London, 1894. In the New York contest he divided the third prize with Shalovitz. He has won two tournaments at Simpson's Divan, once in 1891, without losing a game. He is also a rapid and successful simultaneous player.

The chess players of the Staunton Chess Club, Calcutta, would appear to be men of leisure, since they can find time to conduct no less than six telegraphic games simultaneously—two each against Simla, Ootacamund, and Cawnpore. The latter two games reached the 21st and 24th moves, respectively, three weeks ago. Telegraphic chess seems to be getting popular in the East.

A Canton, Ohio, telegram of the 9th July in a Canadian paper says:—"S. Kayser, an employee of a local steel-roofing plant of this city, and R. Bloch, of Warsaw, Russia, have made four moves in a chess game which is expected to last five years. The game is being played by letter and it requires about fourteen days for a letter to pass between Canton and Warsaw. The men are playing for a prize of \$5,000 offered by Charles Rosenthal, who is related to both of them." We believe that there is an enthusiastic player in this Colony who is playing a game by post against an opponent in Tokyo.

It has been mentioned that Mr. H. E. Atkins' English Amateur Champion, is a probable competitor at the Hanover Congress. It would be curious that so admittedly strong a player has never (as far as we can remember) competed in an absolutely first class tournament, were it not that Mr. Atkins' physique does not suggest that he could easily stand the tremendous strain of several consecutive weeks' master play. Yet many great chess players have been very frail-looking men, notably the late Dr. J. H. Zukertort. The effect on each of a long tournament, however, showed itself pretty plainly. Lesker is a player who does not look well under the strain of tournament play, but he manages to pull through and defeat his robusier rivals. In Lesker's case, we imagine, it is the excessive activity of his nerves that makes him appear not to be in his normal health.

The remaining game by cable between Hongkong and Singapore has now reached the following stage:—

White.	Black.	White.	Black.
1 P-K4	P-K4	15 C-B3	Kt-Q3
2 Kt-KB3	Kt-QB3	16 Q-Q2	P-B3
3 P-K3	Kt-B3	17 Kt-K3	P-Q4
4 C-B3	B-B4	18 B-Q3	Q-K2
5 Kt-P	Kt-Kt	19 P-B4	P-K3
6 P-Q4	Q-K2	20 Kt-LP	B-K3
7 P-B3	Q-P3	21 B-B3	Kt-B3
8 Kt-B3	castles	22 K-K3	Kt-B2
9 B-K2	Q-K2	23 P-K3	Kt-B2
10 P-KB4	Kt-B3	24 Kt-LP	B-K4 ch
11 P-K3	Kt-Ksq	25 Kt-Q4	Kt-Q4
12 Kt-Q5	Q-Q4	26 P-Q4	Q-K4
13 B-Q3	P-B4	27 P-B3	Q-K4
14 B-B4	R-B1	28 Q-K5	

The following pretty game, comes from Russia.

White.	Black.	White.	Black.
1 P-K4	P-K4	12 Kt-Q4 ch	Q-Q3
2 P-K3	P-K3	13 B-Q2	Kt-B3
3 B-B4	Kt-K2	14 Kt-B3	Kt-B3
4 Q-B3	Kt-K4	15 B-B3 ch	Q-K2
5 P-Q4	Q-K2	16 P-Q4	Q-K2
6 Kt-P	Q-B3	17 B-B4	Q-K2
7 Kt-K3	P-K3	18 Kt-B3	Q-K2
8 B-Q3	Kt-B3	19 Q-B3	Q-K2
9 Q-B2	P-K4	20 Kt-QB4	P-K4
10 P-K3	P-K3	21 Kt-LP	
11 Kt-K4	P-B3		

SCIENTIFIC MISCELLANY.

HEAT-EXPANDED CEREALS—THE COUNT OF THE STARS—A TARGET THAT SIGNALS HITS—ELECTRONS AND IONS—SPECIES-MAKING BY TEMPERATURE—A SCIENTIFIC PROPELLER—A HORSE PLAQUE—VITALITY OF DISEASE GERMS—IMPROVED STRAIN-STEERING.

The process of expanding starchy seeds and most starchy substances, by applying heat, as developed by Dr. A. P. Alexander, is not only most interesting but is likely to have great commercial value. The granules or particles are swelled to many times their original size—a grain of rice being given eight or more times its original volume, while retaining its original form, although with much fracturing. The available nutrition is much increased. The products are pleasant to the taste, the process may be varied to produce a variety of flavours, and the material so treated is absolutely sterilised and may be kept indefinitely.

The photographic chart of the sky will include all stars down to the fourteenth magnitude, the negatives being taken with exposures of forty minutes; and the catalogue plates, whose stars are to be measured and numbered, will embrace all magnitudes down to the eleventh. The Greenwich Observatory, to which was assigned the region between declination 64 degrees and the North Pole, has finished its plates, the measurement and counting being now in progress. Assuming the star density of the entire heavens to be the same as that of the region already covered by the counting, the complete chart, as made by the eighteen observatories at star upon it, will contain about 18,000,000 stars, and the combined catalogue more than 3,000,000.

The electric target of Capt. Charles Chevalier, of the French Army, is made up of a series of metal segments. When a projectile strikes a segment, an electric circuit is completed by one or more spring-supported rods at the back, and the exact spot struck is signalled upon an annunciator. The target, instead of being in disk form, may represent the human figure.

As indicating that risk from lightning may depend much upon soil, an English observer mentions having known four or five trees to be shattered in a neighbour's park on ionetic soil while no tree of his own hundreds on stiff clay was ever struck.

Electricity, in the view of the twentieth century physicist, is a material substance. Its unit, the electron, forms an infinitesimal part of the atom of any element, and when split off it produces a stress in the ether similar to that due to a negatively electrified body. This severing of the electron from its atom is the generation of electricity. The remainder of the atom acts as a positively charged body, but it is not certainly known whether the positive electron—supposed to be about ten times as heavy as the negative—really exists. Associated with neutral particles, the electrons become negative ions and positive ions.

Conduction is a wandering of these ions, magnetism and the magnetic field and induced currents are explained by rapid rotations of the electrons, and the phenomena of the electric arc and vacuum tube depend largely upon the spitting up of neutral molecules, or ionisation. The radio-activity of such substances as radium, actinium, and polonium is the somewhat forcible projection of either negative electrons or positive ions.

It has been long known that the colours of butterflies are influenced by temperature. Experiments during the last ten years have given Dr. E. Fischer some startling results, and have shown not only that cold seasons may produce new butterflies from the old, but that abnormal heat may yield the same varieties, the changes being due to retarded development. Extreme cold, moreover, brings out other variations that may appear also in extreme heat. He suggests that these varieties of extreme temperatures may become permanent at a future stage in the earth's evolution, although Standfuss contends that they never were and never will be anything but singular freaks.

The latest development of screw propellers is due to Mr. C. A. Parsons. The blades are given reduced pitch toward their tips, small vanes being also provided on the propeller-cone, and the effect is to admit of high speed without cavitation and to give a greater mean thrust than is possible with blades of constant or increasing pitch.

The oxy-acetylene blowpipe of M. Fouche, easily melting most metals, burns a mixture of 1 part of acetylene to 1.8 of oxygen. Explosion in the blowpipe is prevented by moderate pressure.

Surra, an animal disease of the Philippines, is pointed out by Dr. C. W. Stiles as a matter of great military importance. It seems to have been quite recently introduced from India, and is due to a microscopical parasite, which lives in the blood and is probably transmitted by biting flies. It is a wet-weather disease, reported to be it variably fatal to horses and mules. It occurs also in camels, elephants, dogs, and cats, and more rarely in ruminants, but is not yet known in birds. It is closely allied to the testee disease of Africa and to dreaded maldies of Europe and South America. The chief symptoms are intermittent or relapsing fever, eruption, anæmia, emaciation, ravenous appetite, great thirst, and more or less paralysis. The introduction of the disease into new localities is to be guarded against as a serious calamity.

Microbes live longer in dimly lighted than in sunny rooms, and Gaffky suspects that this lengthy "unshine" is one reason why disease germs flourish better in winter than in summer.

He notes that influenza epidemics have never occurred in Germany except when the weather has been long cloudy. He has found that in droplets such as are expelled in speaking or coughing the typhoid bacillus retains its vitality 24 hours; daylight; the diphtheria bacillus, 24 to 48 hours in daylight and 5 days in a cellar; the tubercle bacillus, 5 days in daylight and 22 days in a cellar; the cholera vibrio, 8 to 10 days in daylight and 35 days in a cellar; and anthrax spores, 10 weeks in daylight and at least 3 months in a cellar.

A British engineer's new device for steering twin-screw steamships consists of a special throttle valve attached to each set of engines, the valves being connected to a tiller by bell-cranks and linkwork. When the tiller is moved either way from its neutral position, one "rattle" valve reduces the steam of its set of engines, diminishing the speed of its crew to a degree varying with that of the tiller.

Garl's juice, inhaled under certain conditions, is the remedy with which Dr. W. C. Minchin, of Kells, Ireland, claims to have cured advanced tuberculosis.

AS OLD AS QUEEN VICTORIA.

There is not a great number of people living in this country who were born in the same year as Queen Victoria. They who entered the world so long ago as 1819 and are still with us hale and hearty are undoubtedly in the running to become centenarians. A notable example of this very rare breed is Mrs. Elizabeth Fuller, of No. 44, Ryder Street, Surry Hills, Sydney. This venerable old lady was born in England and came to Australia with her husband before she had attained her eighteenth year, long previous to the great gold rush. She has, therefore, already reached the full age attained by Wellington, Josiah, Victor Hugo, Bismarck, and Tennyson, men who found time to accomplish a vast amount of enduring work, which establishes the fact that it is not among the most uneventful or least suffering lives we must look for examples of longevity. If that were not so, we should not now be writing of Mrs. Fuller's career. To work strenuously for many years building up a competency, to succeed in that effort, and then to have the proceeds of your industry swept away by the miserable process of litigation is disheartening to the last degree. That is what happened to Mrs. Fuller. As we would wish that hers would have become unblemished by any disaster. But that is not all. It is proverbial that old ladies come not as single-spies but in whole battalions, and so it was in this case. Enjoying excellent health, scarce knowing what serious illness was during the first 71 years of her life, Mrs. Fuller now met with an accident. Losing her footing while ascending the stairs, she sustained a fractured arm and collar-bone—a serious wound to befall anybody, but specially a woman 71 years of age.

Mrs. Fuller thus writes of her experiences consequent upon her accident: "I became an inmate of the Sydney Hospital, and after being in some degree patched up there was discharged within two months as cured. My worst troubles, however, were only just beginning. The fall must have wrenched my back and injured my kidneys, for a dull continuous pain has been in that region which I loved me no rest by day or night, producing urinary difficulties of a most distressing nature, and an obstinate constipation. I visited the leading hospitals as an outdoor patient, and was at one time under treatment at my own home by a last doctor. None of the plasters, liniments, lotions, or other medicines they gave me proved of any service. As time passed the pain in my back increased so much that the agony I endured was intolerable, and I felt as if I could have welcomed death to end my sufferings. In this wretched condition I remained two years. Then my daughter, Mrs. W. Johnson, of Arden Street, Waverley, brought me a box of Mother Seigel's Operating Pills, and a bottle of Mother Seigel's Cautive Syrup. She said this on the advice of a friend who said he was sure they would relieve my sufferings if given a fair trial. Happily for me the accuracy of his belief was soon established, for the plasters, used in conjunction with the Syrup and Pills, at once reduced the headache to a tolerable degree, and in two months I was quite mastered it. I was once more able to eat, sleep, and get about in comfort. After so long an illness, and my advanced age, a quick restoration to perfect health and strength was not to be expected, but I persevered with the three Seigel remedies for six months, and was rewarded by a daily improvement in my condition. At the end of that time I felt as well as a person of my years could hope to be, and I have remained well from that day to this."

The loss of Mrs. Fuller's well-earned savings has been in some degree repaired by the grant of an Old Age Pension by the benevolent State of New South Wales—a boon extended only to those who have resided in the State continuously for at least 25 years, and in itself a sure warrant of the respectability and honour of the recipient. A good thing, and one to be devoutly thankful for, without doubt, but less wonderful than that other fact which Mrs. Fuller has so well described and acknowledged.

G. E. WARREN & CO.,
BUILDING CONTRACTORS,
30, DES VAUX ROAD CENTRAL.
ALL KINDS OF SANITARY APPLIANCES AND DRAINAGE ACCESSORIES Supplied and Fixed.
AGENTS FOR MOSAIC TILES. [181]
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MANUFACTURERS OF MOSAIC BRICKS of all Colours and Designs.
YEE SHUN & CO., Agents,
No. 61, Bonham Strand,
Hongkong, 5th March, 1902. [7]

DAVID COESAR & SON
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RELIANCE CROWN
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ARNHOLD, KARBURG & CO.
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MITSUI & CO.

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151 N. INUZUKA, Manager, Hongkong.

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PUBLIC COMPANIES.

QUEEN MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on TUESDAY, 5th AUGUST, at 11.45 A.M., for the purpose of considering and if thought fit, passing the following Resolution, that is to say:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a special resolution to a Second Extraordinary General Meeting, which will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 25th July, 1902. [2976]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on TUESDAY, 5th AUGUST, at Noon, for the purpose of considering and if thought fit, passing the following resolution, that is to say:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation as a special resolution, to a Second Extraordinary General Meeting, which will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 25th July, 1902. [2027]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 5th AUGUST, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd July to the 5th August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

THE HONGKONG NECROPOLIS COMPANY, LIMITED.

ALL Applications for an Allotment of Shares in the above-named Company must be sent in to the Registered Office of the Company, No. 30, Des Vaux Road Central, on or before the 15th AUGUST, 1902, after which date the List will be closed and the Allotment proceeded with.

Hongkong, 29th July, 1902. [2051]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1902.

By Order of the Court of Directors,
J. B. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1902. [2023]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 2nd, to the 16th day of August next (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. B. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1902. [2024]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, 33, Des Vaux Road Central, on MONDAY, the 18th AUGUST, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 28th July, 1902. [2052]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
33, DES VAUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [638

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 4, nearest Hongkong 3, midway between Hongkong and Kowloon 2, and those vessels berthed at the Kowloon Wharf 1, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	VALETTA	Brit. str.	2 m.	A. G. Cabitt, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, via HUEZ CANAL	BOMBAY	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON, via HUEZ CANAL	GLINTURBET	Brit. str.	—	R. Webster	BUTTERFIELD & SWIRE	On 16th inst.
LONDON & ANTWERP	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst.
LONDON	TELEMACHUS	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 19th inst.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	DAIDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LIVERPOOL DIRECT	PYRRHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th September.
MAKESSELLES, LONDON & ANTWERP, v. S'PORE, &c.	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 9th inst., at Daylight.
MAKESSELLES, &c., via Ports of Call	YARRA	Fren. str.	—	Charbonnel	MESSENGER MARITIMES	On 11th inst., at 1 P.M.
GENOA & LONDON, via SUEZ CANAL	BENLAWERS	Brit. str.	—	H. Bee	GILCHRIST & CO.	On or about 5th inst.
GENOA & LONDON, via SUEZ CANAL	KIAUTSCHOU	Ger. str.	—	P. Lunenschloss	HAMBURG-AMERIKA LINIE	On 7th inst., at Noon.
HAYRE & HAMBURG	SILESIA	Ger. str.	—	Bahle	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG	AMERICA	Ger. str.	—	Elbers	HAMBURG-AMERIKA LINIE	On 14th inst.
HAYRE, BREMEN & HAMBURG	C. FRED LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th inst.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	BAMBERG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 24th September.
HAYRE & HAMBURG	PRINZESS IRENE	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
HAYRE & HAMBURG	DAHMSTADT	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 22nd October.
TRIESTE, &c., via SINGAPORE, &c.	SILVIA	Aus. str.	2 m.	Mosca	SANDE, WIELE & CO.	On 13th inst., P.M.
NEW YORK via PORTS & SUEZ CANAL	ATHOL	Brit. str.	2 m.	—	DODWELL & CO., LIMITED	About 5th inst.
NEW YORK via PORTS & SUEZ CANAL	INDRAMAYO	Brit. str.	—	F. F. Bement	SEAWAY, TOMES & CO.	On 15th inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 15th inst.
CANCOVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th inst., at Noon.
VANCOUVER, via SHANGHAI, &c.	TANTAR	Brit. str.	—	J. S. Cox	DODWELL & CO., LIMITED	On 10th September.
VICTORIA (B.C.) & TACOMA via JAPAN	DEER OF FIFE	Brit. str.	4 m.	—	DODWELL & CO., LIMITED	To-morrow.
VICTORIA (B.C.) & SEATTLE via MOI, &c.	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 11th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	RIJUN MARU	Jap. str.	—	K. Ohno	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN	KODAPURA	Brit. str.	—	Hollingsworth	DODWELL & CO., LIMITED	On 14th inst.
PORTLAND, OREGON	TSINAN	Brit. str.	2 m.	—	PORTLAND & ASIATIC S.S. CO.	On 23rd inst., at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	To-morrow, at Noon.
AUSTRALIAN PORTS	KAOSHIMA MARU	Jap. str.	—	K. Kori	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
MOI, KOBE & YOKOHAMA	CEYLON	Jap. str.	—	W. Hayward, R.N.R.	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOI & KOBE	MARAGON	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On or about 11th inst.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	N. Trennt	NIPPON YUSEN KAISHA	On or about 7th inst.
SHANGHAI, YOKOHAMA & KOBE	KONIGSBERG	Brit. str.	2 m.	C. L. Daniel	HAMBURG-AMERIKA LINIE	To-morrow, at Daylight.
SHANGHAI	CHUSAN	Brit. str.	—	—	P. & O. S. N. Co.	On or about 2nd inst.
SHANGHAI & CHINKIANG	CHUSAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst.
TIENSIN	KWEIYAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
TAIPEI, via SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	T. Ogata	MIYU BUNSEN KAISHA	On 13th inst.
POOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	K. Sudziki	MIYU BUNSEN KAISHA	On 6th inst.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	DOUGLAS LAPEAK & CO.	To-day, at Noon.
SW. TOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	Hodgins	BUTTERFIELD & SWIRE	On 9th inst.
SW. TOW, AMOY & SHANGHAI	HUPH	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
CEBU & ILOILO	KAIFONG	Brit. str.	—	R. Rodger	SEAWAY, TOMES & CO.	To-morrow, at 4 P.M.
MANILA	DIAMANTE	Brit. str.	—	Tate	MIYU BUNSEN KAISHA	On 8th inst., at Noon.
MANILA	ROSETTA MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
SANDAKAN	SANDAKAN	Brit. str.	—	—	MELCHERS & CO.	Quick despatch
CAIRO, PENANG & SINGAPORE	CATHERINE APCAR	Brit. str.	—	S. H. Balson	DAVID SABSON & CO., LB.	On 6th inst., at 3 P.M.
SINGAPORE, PENANG & BOMBAY	PEKIN	Brit. str.	—	W. B. Palmer	P. & O. S. N. Co.	This afternoon.
SINGAPORE, COLOMBO & BOMBAY	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at Noon.

SHIPPING.

ARRIVALS.
July 30, ELTA NERACK, German str., 1.161.
H. Brunn, Saigon 24th July, Rice and Flour.—E. A. TRADING CO., LD.
July 30, ELSE, German str., 903, A. Ricks, Saigon 25th July, General.—JESEN & CO.
July 30, KWANGLEY, British str., 1.407, Linc. coln. Shanghai 27th July, General.—CHINESE.
July 31, KOTANG, British str., 1.459, T. W. Sully, Java 21st July, Sugar.—JARDINE, MATHESON & CO.
July 31, MEXICAN PRINCE, British str., 1.453, W. Pearce, Singapore via Palo Sambo 27th July, Petroleum.—MEYER & CO.
July 31, LIBA CLOM KUAO, German steamer, 1.412, T. V. Fuchs, Bangkok 24th July, Wood and Rice.—(R. T. KAPPA P. & SONS).
July 31, YEDO MARU, Japanese str., 1.069, T. Sumaru, Japan 24th July, General.—CHINESE.
July 31, GLENFALCH, British str., 1.434, Blainbridge, Singapore 25th July, General.—CHINESE.
July 31, FALLAN, French str., 377, L. Andersen, Peking and Hoihow 30th July, Pigs and General.—A. R. MARTY.
July 31, HOIHOW, French str., 600, Merles, Peking and Hoihow 30th July, General.—A. R. MARTY.
July 31, KONIGSBERG, German str., 3.135, H. Kayer, Hamburg and Singapore 25th July, General.—HAMBURG-AMERIKA LINIE.
July 31, LEONARDO, German str., 1.245, P. Schulz, Shanghai 27th July, General.—STIMMEN & CO.
July 31, MANUEL LILAGONG, Amf. ship, 1.478, Nichols, New York 11th April, Kerosene.—STANDARD OIL CO.
July 31, SILESIA, German str., 4801, Bahle, from Japan, Shanghai and Poochow, General.—HAMBURG-AMERIKA LINIE.
July 31, WINGHONG, British str., 1.517, T. Seiler, Shanghai 24th July and Swatow 30th, General.—JARDINE, MATHESON & CO.
July 31, WONGKOL, German str., 1.115, W. Behr, Swatow 30th July, General.—BUTTERFIELD & SWIRE.
CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
31st July.
Apexide, German str., for Hoihow.
Hoy, British str., for Amoy.
Cato, Norwegian str., for Cebu.
Proger, German str., for Tourn.
Savina, German str., for Nagasaki.
DEPARTURES.
31st July.
AMOY, German str., for Saigon.
ANPING MARU, Japanese str., for Coast Ports.
BENLAWERS, British str., for Nagasaki.
CARI, DIEDERICHSEN, German str., for Hoihow.
CHITURN, Chinese str., for Shanghai.
DYNOMY, British str., for Royal Roads.
HAKATA MARU, Japanese str., for Kobe.
KUNANG, British str., for Calcutta.
KWANGLEY, Chinese str., for Canton.
LOKANG, British str., for Shanghai.
NANOHANG, British str., for Tientsin.
PINGOY, British str., for Seattle.
TANGSON, British str., for Shanghai.
TIENSIN, British str., for Kobe.
TROL, Austrian str., for Trieste.
TOBA MARU, Japanese str., for Seattle.
WHAMPOA, British str., for Shanghai.

VESSELS IN DOCK.

31st July.
ABERDEEN DOCK.—H.M.S. Wieria, Zofro, Solat, Michael Jensen, Hue, Siehan, Taitan, Sorenson.
COSMOPOLITAN DOCK.—Marie Jensen, Sabine Rickmers.
SHIPPING REPORTS.
The French steamer *Haikan*, from Peking and Hoihow 30th July, had moderate S.E. breeze with fine weather.
The German steamer *Longmoon*, from Shanghai 27th July, had strong S.E. wind with very high swell in North Channel.
The German steamer *Silesia*, from Japan, Shanghai and Poochow, had strong N.E. winds to Poochow, thence fine weather, smooth sea and southerly swell.

The British steamer *Glenfalloch*, from Singapore 25th July, experienced strong S.W. gale and high following sea up to lat. 14 N.; weather moderating to light variable winds and fine, clear weather.
The British steamer *Wingung*, from Shanghai 25th July and Swatow 30th, had light southerly winds to Steep Island, from Steep Island to Swatow strong N.E. wind; from Swatow to port moderate S.E. winds and fine, clear weather.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FORT SWATOW, AMOY AND POOCHOW.
The Company's Steamship
"HAICHING".
Captain Hodgins, will be despatched for the above ports TO-DAY, the 1st August, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPEAK & CO.,
General Managers.
Hongkong, 25th July, 1902. [2054]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Steamship
"VALETTA".
Captain A. G. Cabitt, R.N.R., carrying His Majesty's Mails, will be despatched from this office for Bombay on SATURDAY, the 2nd August, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and values of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 21st July, 1902. [1]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"DI MANTE".
Captain R. Rodger, will be despatched for the above port TO-MORROW, the 2nd August, at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 29th July, 1902. [2046]

NORDDEUTSCHER LLOYD, BREMEN.
NOTICE.
STEAM FOR SANDAKAN.
Calling at KUDAT.
THE Company's Steamship
"SANDAKAN".
Captain Heemann, will be ready to load for the above port on the 31st July.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th July, 1902. [2050]

THE COMPANY'S STEAMSHIP
"SANDAKAN".
Captain Heemann, will be ready to load for the above port on the 31st July.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th July, 1902. [2050]

THE COMPANY'S STEAMSHIP
"SANDAKAN".
Captain Heemann, will be ready to load for the above port on the 31st July.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th July, 1902. [2050]

THE COMPANY'S STEAMSHIP
"SANDAKAN".
Captain Heemann, will be ready to load for the above port on the 31st July.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th July, 1902. [2050]

THE COMPANY'S STEAMSHIP
"SANDAKAN".
Captain Heemann, will be ready to load for the above port on the 31st July.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th July, 1902. [2050]

THE COMPANY'S STEAMSHIP
"SANDAKAN".
Captain Heemann, will be ready to load for the above port on the 31st July.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th July, 1902. [2050]

THE COMPANY'S STEAMSHIP
"SANDAKAN".
Captain Heemann, will be ready to load for the above port on the 31st July.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th July, 1902. [2050]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
R.M.S. "EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th Aug.
R.M.S. "EMPEROR OF INDIA".....Comdr. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.
R.M.S. "TARTAN".....Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
R.M.S. "EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
R.M.S. "ATHENIAN".....Comdr. H. Movatt WEDNESDAY, 8th Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512th, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612th, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th, 679th, 680th, 681st, 682nd, 683rd, 684th, 685th, 686th, 687th, 688th, 689th, 690th, 691st, 692nd, 693rd, 694th, 695th, 696th, 697th, 698th, 699th, 700th, 701st, 702nd,

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL.	"ANTENOR"	On 1st August.
GLASGOW and LIVERPOOL.	"DARDANUS"	On 4th August.
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 14th August.
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 24th August.
GLASGOW and LIVERPOOL.	"JASON"	On 3rd September.

FOR	HOMEWARDS.	TO SAIL.
LONDON and ANTWERP.	"ULYSSES"	On 7th August.
LONDON and ANTWERP.	"TELEMACHUS"	On 14th August.
LONDON and ANTWERP.	"ANTENOR"	On 2nd September.
LONDON and ANTWERP.	"DARDANUS"	On 16th September.
LIVERPOOL and LONDON.	"PYRRHUS"	On 20th September.

The S.S. "ANTENOR" left Singapore on the 27th inst., and is expected here on the 1st prox.
The S.S. "DARDANUS" left Singapore on the 30th inst., and is expected here on the 4th prox.
Hongkong, 31st July, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
CEBU and ILOILO.	"KAIKONG"	On 2nd August.
SHANGHAI and CHINKIANG.	"HUNAN"	On 5th August.
SWATOW, AMOY and SHANGHAI.	"HUEI"	On 8th August.
TIENTSIN.	"KWEIYANG"	On 10th August.
MANILA.	"SUNGKANG"	On 16th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE.	"TSINAN"	On 23rd Aug. at 4 p.m.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st July, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW AND AMOY.	"DAIJIN MARU"	SUNDAY, 3rd August.
TAMSWI, VIA SWATOW AND AMOY.	"DAIGI MARU"	SUNDAY, 10th August.
ANPING, VIA SWATOW AND AMOY.	"MAIDZURU MARU"	WEDNESDAY, 6th August.
FOOCHOW, VIA SWATOW AND AMOY.	"ANPING MARU"	WEDNESDAY, 13th August.

The Co.'s new Steamers are specially designed for the coast trade of South China and for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoons at the Customs water-front premises at Tamsui to land all passengers and cargo.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 1st August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE, AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN

"INDRAPURA" 3,132 Hollingsworth Aug. 14, 1902.

"INDRAMA" 3,132 Sept. 18, 1902.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

The Company's well-known Steamship

"ROSETHA MARU,"

3,876 Tons.

Captain Tate, will be despatched for MANILA

on FRIDAY, the 8th inst., at Noon.

Magnificent Accommodation. Comfortable

Cabins. Excellent Table. Unrivalled Speed.

Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents, 11th Building, 1st House Street,

Hongkong, 1st August, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO

SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF

CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY

20 DAYS.

Saloon Passengers carried at SPECIALLY

REDUCED RATES, parties of which

can be obtained on application to the

Undersigned.

NEXT SAILINGS.

"TSINAN" leaves on 23rd August.

"CHANGSHA" 2nd September.

"CHINGTU" 23rd

"TAIYUAN" 24th October.

Superior accommodation and ships. Electric

Light throughout. Fitted with Refrigerators

which ensure a fresh supply of Ice and Provisions

during the entire voyage. Duly qualified

European Surgeons carried.

BUTTERFIELD & SWIRE,

Agents.

CHINA NAVIGATION CO., LD.

Hongkong, 1st August, 1902.

ALTERATION.

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON VIA SUEZ CANAL.

THE Steamship

"BENLAWERS,"

Captain H. Bee, will be despatched as above on

or about TUESDAY, the 5th August.

For Freight, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 29th July, 1902.

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

Captain S. H. Beeson, will be despatched for the

above ports on WEDNESDAY, the 6th

August, at 3 p.m.

For Freight or Passage, apply to

DAVID SARSON & CO., LD.,

Agents.

Hongkong, 31st July, 1902.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 11th August, 1902, at

11 a.m., the Company's Steamship

"YARRA," Captain Garbriel, will leave this

Port for MARSEILLES, BATAVIA,

COLOMBO, BOMBAY, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

This Steamship connects at COLOMBO with

the s.s. "Indus," which vessel takes on her

Passengers and Mails, leaving that port on the

23rd August, direct to Suez, Port Said and

Marseilles.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.

Specie and Parcels until 3 p.m., on the 10th

August. (Parcels are not to be sent on

board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 31st July, 1902.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TONGA, PORT DARWIN and

QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Shaw, will be despatched for the

above ports on THURSDAY, the 14th August,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Pro-

visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the Steamers of the China Navigation

Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 22nd July, 1902.

UNITED STATES AND CHINA-JAPAN

LINE.

REGULAR MONTHLY SERVICE

FROM JAPAN, CHINA, HONGKONG

AND SINGAPORE.

TO NEW YORK (VIA SUEZ CANAL).

THE following Steamers will be despatched

as above at monthly intervals, carrying

Cargo at current rates:—

PROPOSED SAILINGS FROM HONGKONG:

S.S. "INDRAMA," 15th Aug., 1902.

S.S. "INDRANI," 21st Aug., 1902.

S.S. "INDRAWADI," 28th Oct., 1902.

For Freight and further information, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 22nd July, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG,

VIA MOI, KOBE AND YOKOHAMA.

STEAMSHIP TONS. CAPTAIN

"HYADES" 3,753 12th September.

"LYLA" 4,200 4th October.

"SEAWHUT" 3,806 23rd October.

"TREMONT" 3,606 17th December.

Through Bills of Lading issued to Pacific

Coast Ports and to the Principal Cities in the

United States and Canada.

For Rates of Freight and further infor-

mation, apply to—

DODWELL & CO., LD.,

General Agents.

Hongkong, 21st July, 1902.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crew

of the following Vessels during their stay in

Hongkong Harbour:—

ADOLPH ORBE, Amr. barge, S. Amesbury.

Standard Oil Co.

ALLAN Cameron ship, McKay.—Standard

Oil Co.

KELAT, British ship, John Hughes.—ORDER

WE SHIP ON APPROVAL

and guarantee safe delivery

Highest Grade Goods. Fully Warranted.

Latest Models.

\$2.10 to \$4.10

Dunlop Tyres, Sams & Wood Rings.

Free Weights, Steel Guards and Brakes.

TYRES, ACCESSORIES,

Sprockets, Chains and Sewing

Machines half price.

Lowest Freight Rates

to all parts of the World.

Wholesale and Retail.

Mead Cycle Co.,

U.S.A.

Hongkong, 22nd July, 1902.

NOTICE TO CONSIGNEE

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London,

ex s.s. "Peiho," from Bordeaux, ex s.s.

"Ville de Rochefort," in connection with above

Steamer, are hereby informed that their Goods,

with the exception of Opium, Treasure and

Valuables, are being landed and stored at their

risks into the Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd., at

Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignee

before 6 o'clock, To-DAY, the 29th instant,

requesting it to be landed here.

Bills of Lading will be countersigned by the

Underwriter, and the remaining unclaimed after

Tuesday, the 5th August, at Noon, will be

subject to rent and landing charges.

All claims must be sent in to us on or before

the 4th August, or they will not be recognized.

All damaged packages will be examined on

Tuesday, the 5th August, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 29th July, 1902.

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND

STRAITS.

THE Company's Steamship

"PINGSUEY,"

having arrived from the above ports, Con-

signees of Cargo are hereby informed that

their Goods are being landed and placed at

their risk in the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

where each consignment will be

sorted out mark by mark, and delivery can

be obtained as soon as the Goods are landed.

Goods not cleared by the 5th August, at

Noon, will be subject to rent.

No Fire Insurance will be effected by us in

any case.

All damaged packages must be left in the

Godowns, and bills of the damage

obtained from the Godown Company, with-

in ten days after the vessel's arrival here, after

which no claims will be recognized.

Optional Goods will be landed here unless

intimations are given to the contrary before

Noon To-DAY, 30th inst.

DODWELL & CO., LD.,

Agents.

Hongkong, 30th July, 1902.

OCEAN STEAMSHIP COMPANY,

LIMITED.

NOTICE TO CONSIGNEES OF CARGO

EX "AJAX."

CONSIGNEES of Cargo ex the above

steamer, which struck on a reef near

Jeddah on or about 1st June, 1902, are notified

that a portion of her unclaimed Cargo has

arrived to-day per "PINGSUEY" and is now

POST OFFICE NOTICES

Parcel Mails for Europe, &c., per *la Vallette*, will close at 3 p.m. to-day. Monday next, the 4th inst., being a Bank Holiday, the Post Office will be open for one hour only, from 8 a.m. to 9 a.m.

Correspondence for local delivery may be posted up to 9 a.m.

The Right Box will be kept open during the time the office is closed.

The Money Order office will be entirely closed on that day.

The *Chien*, with the English Mail of the 4th ult. left Singapore on Sunday, the 27th ult. at 10 a.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on 2nd June.

The *China*, with the American Mail of the 8th ult. left Yokohama on Monday, the 23rd ult. at daylight, and may be expected here on or about Tuesday, the 6th inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Hongkong	Friday, 1st, 7.30 A.M.
Nagasaki and Vladivostok	Sansai	Friday, 1st, 11.00 A.M.
Singapore, Penang and Bombay	Pekin	Friday, 1st, 11.00 A.M.
Swatow, Amoy and Foochow	Heungshan	Friday, 1st, 11.30 P.M.
Ma Cao	Tsurugishan Maru	Friday, 1st, 4.00 P.M.
Kobe	Argo	Friday, 1st, 5.00 P.M.
Singapore and Colombo	Silesia	Friday, 1st, 5.00 P.M.
Shanghai, Yokohama and Kobe	Konigsberg	Friday, 1st, 5.00 P.M.
Canton	Fatehin	Saturday, 2nd, 8.00 A.M.
Kudat and Sandakan	Sandakan	Saturday, 2nd, 10.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	Duke of Eife	Saturday, 2nd, 10.00 P.M.
Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Yanaka Maru	Saturday, 2nd, 10.00 P.M.
Europe, &c., India via Tutuicora (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Vallette	Saturday, 2nd, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila	Diamante	Saturday, 2nd, 3.00 P.M.
Swatow, Chaofo and Tientsin	Chowang	Saturday, 2nd, 5.00 P.M.
Hohow and Pakhoi	Heilan	Saturday, 2nd, 5.00 P.M.
Hongkong	Hongkong	Saturday, 2nd, 5.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Hongkong Maru	Saturday, 2nd, 5.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Empress of China	Saturday, 2nd, 5.00 P.M.
Singapore, Penang and Calcutta	Catharine Apoor	Saturday, 2nd, 5.00 P.M.
Europe, &c., India via Tutuicora (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Kiautschow	Saturday, 2nd, 5.00 P.M.
Swatow, Amoy and Shanghai	Hupei	Saturday, 2nd, 5.00 P.M.
Tientsin	Kueichow	Saturday, 2nd, 5.00 P.M.
Europe, &c., India via Tutuicora (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Yarru	Saturday, 2nd, 5.00 P.M.
Manila	Sunlight	Saturday, 2nd, 5.00 P.M.

TO-DAY

Meeting of Zetland Lodge, Freemasons' Hall, 9 p.m.

TO-MORROW.

Sale, Miscellaneous, Sales Rooms, Mr. Geo. P. Lamont, noon.

Sale, Revisions, Sales Rooms, Messrs Hughes & Hough, 2.30 p.m.

Sale, Furniture, No. 1, Albany Road, Mr. Geo. P. Lamont, 2.30 p.m.

COMMERCIAL

CLOSING QUOTATIONS.

✓ LONDON.—	Telegraphic Transfer	1.81
	Bank Bills, on demand	1.81
	Bank Bills, at 30 days' sight	1.81
	Bank Bills, at 4 months' sight	1.81
	Credit, at 4 months' sight	1.81
	Documentary Bills, 4 months' sight	1.81
✓ PARIS.—	Bank Bills, on demand	1.81
	Credit, at 4 months' sight	1.81
✓ BRUSSELS.—	Credit on demand	1.77 1/2
✓ NEW YORK.—	Bank Bills, on demand	42 1/2
	Credit, 60 days' sight	43 1/2
✓ HONGKONG.—	Telegraphic Transfer	1.80
	Bank, on demand	1.80 1/2
✓ CALCUTTA.—	Telegraphic Transfer	1.80
	Bank, on demand	1.80 1/2
✓ SHANGHAI.—	Bank, at sight	74 1/2
	Private, 30 days' sight	75
✓ YOKOHAMA.—	Credit on demand	1.81 p.c. pr.
✓ MANILA.—	Credit on demand	2 p.c. pr.
✓ CINGAPORE.—	Credit on demand	1 p.c. pr.
✓ BATAVIA.—	Credit on demand	104 1/2
✓ HAI PHONG.—	Credit on demand	1 p.c. pr.
✓ S. MOON.—	Credit on demand	1 p.c. pr.
✓ HANKOW.—	Credit on demand	60 1/2
✓ VIENTIANE.—	Bank's Buying Rate	\$1.40
✓ D. LEAF, 100 fms. per fcal		\$59 75
✓ B. SILVER, per oz.		24 1/2